

NEWS OF THE LABOR WORLD

INVITATION TO THE MINERS' CONFERENCE ISSUED.

Committee Will Wait Upon a Number of Operators Today—Present Condition of the Hard Coal Trade.

The D. L. and W. Board for Today—Orders Issued by Superintendent to Employees of the Lackawanna Road—Odds and Ends of Industrial News.

The greater part of the invitations issued by the United Mine Workers of this district to the coal operators, requesting their attendance at the joint conference which will be held March 15 at Hazleton, were yesterday mailed.

Secretary Dempsey and President Nichols spent many hours in merely filling in and addressing the blank forms and invitations from which the great number mailed can be conjectured.

Secretary Dempsey put the finishing touches on the work yesterday afternoon, and today every mine superintendent in Anthracite District No. 1 will be in receipt of an invitation.

President T. D. Nichols, National Committeeman Frederick Ditcher and other local leaders, who form a special committee to extend verbal requests for their presence at the conference to a number of the superintendents of the larger companies, will wait upon the latter today.

About Steam Pipes.

A special bulletin issued by Division Superintendent F. M. Price of the Lackawanna calls the attention of Lackawanna trainmen to the care of steam pipes. More or less trouble has been experienced of late by the company, on account of the steam not being blown out of the train line pipe prior to reaching the stations at which it was to be put on or taken off of such trains.

Enginemen are counseled to shut off steam heat at a point about two miles from the station at which engines are to be changed or cars are to be taken out or put on their train. Also all admission valves ought to be closed which admit into the radiating pipe from the train line so as to get the use of what steam is in the radiating system, after which the rear valve on the train line should be opened, so as to blow out all remaining pressure in the train line.

Compliance with this order will do away with the danger of car inspectors being scalded while uncoupling hose and will furthermore reduce to a minimum the trouble from frozen pipes.

The Anthracite Trade.

Coal-burning weather still prevails and the anthracite trade continues very active. February production was undoubtedly very heavy and the outlook for March is good, though at this season a few warm bright days entail retail buying decidedly. The demand for coal is well distributed, though heavier at inland points and in the west. At the heads of the Lakes supplies on the docks are not very low, and certain sizes are practically out of the market. It looks as though the docks would be well cleaned up before April. In Chicago regular retail buying continues good and the wholesale trade finds no difficulty in disposing of all the coal that arrives. The hot heavy storm tangled up transportation badly along the lower lakes and cars are reported as being a month on the road from the mines to western destinations. At lower lake points demand is brisk and report of a possible shortage is heard unless transportation improves soon. At inland points east consumption is steady and demand correspondingly good, sales agents at New York report business as excellent. Ice and bad weather have restricted coastwise shipments, but supplies at Boston are good.

As to the possibility of labor troubles at the collieries, it now looks as though the officials of the United Mine Workers are averse to making demands that the powers in control of the trade would prove too stern. It is probably safe to say that there will be no general suspension of work after April 1st, unless the hot-headed element in the union gets control.

A calm consideration of the testimony presented at the recent sessions of the industrial commission confirms our opinion that the combination did not overwork itself in securing evidence. Still, it may have added to the gaiety of nations. For instance, those men in the coal trade who remember past manifestations regarding discriminating rates and the need of a new railroad may have commented on the poor memory shown by an official of the Antarctic Operators' association. Perhaps there is stormy weather ahead for the association and it will be to have a lightning rod up.

Prices are well maintained, except on the largest sizes. There is no talk of a rising schedule yet and probably there will be no action taken regarding pricing until after April 1st. We quote for free burning, white ash 6c. to 6c. New York: Broken, \$3.50; egg, 6c.; stove and nut, \$1.50—Engineering and Mining Journal.

New Dodson Breaker.

"The work of rebuilding the new Dodson breaker at Plymouth is about completed and in the course of a few days, or by the middle of the present month, everything will be in readiness to resume operations," says the Wilkes-Barre Record.

The old breaker was destroyed by fire on the morning of July 13, 1899. The fire started in the breakhouse and in a few minutes the disassociated timbers went in flames, those were behind the partition of the first department, the breaker being over the staves, burning timbers fell down and soon the shaft cribbing was also on fire and this, communicating with the coal, set the whole mass in a blaze and exploded the huge bodies of gas which lurked in every slope, gangway and vein of the mine. Every car was smashed into kindling wood, the props and stout stone walls which had been erected to keep up the roof were blown down and destroyed, as great was the force of the ever-recurring explosions.

"The fire had gained such headway that after every effort had failed to check its progress, it was deemed necessary to flood the interior, and with that object in view, powerful pumps were erected at the river's edge and thousands upon thousands of gallons of water were hourly pumped down the burning shaft. After several weeks of such work, the

mine was full and the water was allowed to remain several weeks more, so that it could circulate into every neck and corner and thus extinguish whatever smouldering embers might remain.

After a sufficient length of time had elapsed the task of pumping the water out was commenced and has gone on for several months, with the result that in a few more days the colliery will be as free from water as ever.

Meeting of Labor Union.

Mother Mary Jones and National Committeeman Frederick Ditcher, of the United Mine Workers of America, were present at the meeting of the Central Labor Union yesterday afternoon. This session was very well attended and two addresses by the mine workers' leaders were received with great enthusiasm.

A large amount of routine business was transacted, and the textile workers' strike discussed. A committee was appointed to confer with the Scranton miners regarding the charges made by that paper against members of the mine workers' and to sift those charges.

There is soon to be a joint meeting of the Central Labor unions of this district, at which some action will be taken regarding the silk strike.

It was also decided to hold sessions every two weeks, instead of once a month. There were delegations present from the Wilkes-Barre and Pittston labor unions, and it was practically decided to hold the joint meeting of the three associations next Sunday afternoon.

Eric Yard at Elmdale.

The first results of the Pennsylvania Coal company-Erie and Wyoming Valley railroad company-Erie deal to be seen in these districts will be in the building of a yard at Elmdale. For some time past Erie and Wyoming surveyors have been at work at the latter place, and it is now pretty generally understood that the construction of a roundhouse will be started soon and marking to be had.

While the Erie will, of course, retain its original yards at Port Jervis, Elmdale yard will be utilized for marking out trains in this vicinity.

Today's D. L. & W. Board.

The make-up of today's D. L. and W. board is as follows:

SUNDAY, Feb. 8 p.m., M. C. Morris.

MONDAY, Feb. 9.

Wednesday, Feb. 11.

Thursday, Feb. 12.

Friday, Feb. 13.

Saturday, Feb. 14.

Sunday, Feb. 15.

Tuesday, Feb. 16.

Wednesday, Feb. 17.

Thursday, Feb. 18.

Friday, Feb. 19.

Saturday, Feb. 20.

Sunday, Feb. 21.

Tuesday, Feb. 23.

Wednesday, Feb. 24.

Thursday, Feb. 25.

Friday, Feb. 26.

Saturday, Feb. 27.

Sunday, Feb. 28.

Tuesday, Feb. 29.

Wednesday, Feb. 30.

Thursday, Feb. 31.

Friday, March 1.

Saturday, March 2.

Sunday, March 3.

Tuesday, March 5.

Wednesday, March 6.

Thursday, March 7.

Friday, March 8.

Saturday, March 9.

Sunday, March 10.

Tuesday, March 12.

Wednesday, March 13.

Thursday, March 14.

Friday, March 15.

Saturday, March 16.

Sunday, March 17.

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Wednesday, March 20.

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Saturday, March 23.

Sunday, March 24.

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